



DECEMBER 2004 ENGINEERING AND RELATED SERVICES SOLICITATION

CONCLUDED: December 15, 2004

**Open to all firms

A = Estimated Consultant Contract cost < \$100,000

B = Estimated Consultant Contract cost > \$100,000 but less than \$1,000,000

C = Local Unit of Government Selects Consultant

D = Estimated Consultant Contract cost > \$1,000,000

Tied on one contract

Concept Definition Reports or Scope of Service narratives are included as supplements to this solicitation. They are current at the time of Internet publication but are subject to change. Click on the PROJECT ID for more detail.

| DISTRICT & SOLICITATION # | PROJECT ID | ANTICIPATED CONSTRUCTION COST | ANTICIPATED SELECTION DATE | ANTICIPATED PROJECT START DATE | ANTICIPATED PROJECT COMPLETION DATE | DBE GOAL ? (Yes or No) | LOCAL SELECTION? (Yes or No) | CONTACT PERSON | TELEPHONE # |
|---------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------|-------------------------------------|------------------------|------------------------------|----------------|----------------|
| DISTRICT 1 | | | | | | | | | |
| D1 1D | 1674-00-02 | \$ 45,000,000 | 1-Feb-05 | 2-Mar-05 | 1/1/2010 | Yes | No | Jim Buschkopf | (608) 246-3851 |
| D1 1C | 5053-00-00 | \$ 150,000 | 1-Feb-05 | 1-May-05 | 1-Aug-06 | No | Yes | Kurt Dey | (608) 429-2136 |
| | 6217-00-00 | \$ 150,000 | 1-Feb-05 | 1-May-05 | 1-Aug-06 | No | Yes | Kurt Dey | (608) 429-2136 |
| D1 2C | 6199-00-04 | \$ 600,000 | 1-Feb-05 | 1-May-05 | 1-Nov-06 | No | Yes | Kurt Dey | (608) 429-2136 |
| D1 3C | 3997-01-03 | \$ 171,000 | Jan-05 | Mar-05 | Aug-06 | No | Yes | Joe Radocay | (920) 262-4050 |
| D1 4C | 3997-01-06 | \$ 958,000 | Jan-05 | Mar-05 | Aug-06 | No | Yes | Joe Radocay | (920) 262-4050 |
| D1 5C | 6319-00-02 | \$ 1,900,000 | Jan-05 | Mar-05 | May-06 | No | Yes | Bob Sindelar | (920) 386-3650 |
| D1 6C | 6995-01-04 | \$ 550,000 | Jan-05 | Mar-05 | Aug-06 | No | Yes | Ritchie Piltz | (920) 887-4600 |
| DISTRICT 3 | | | | | | | | | |
| D3 1B | 9180-18-00 | \$ 4,500,000 | Feb-05 | Jun-05 | Aug-09 | No | No | Paul Vraney | (920) 492-5999 |
| D3 2B | 1211-17-00 | \$ 2,606,000 | Feb-05 | Apr-05 | Feb-07 | Yes | No | Chuck Karow | (920) 492-5997 |
| | 1211-18-00 | \$ 21,833,000 | Feb-05 | Apr-05 | Feb-07 | Yes | No | Chuck Karow | (920) 492-5997 |
| D3 3B | 1227-07-00 | \$ 718,000 | Feb-05 | Apr-05 | Jul-07 | No | No | Chuck Karow | (920) 492-5997 |
| D3 4B | 9210-11-00 | \$ 600,000 | Feb-05 | Apr-05 | Aug-06 | No | No | Chuck Karow | (920) 492-5997 |
| D3 1C | 4984-01-37 | \$ 3,308,734 | Jan-05 | Mar-05 | May-06 | No | Yes | Pete Neuberger | (920) 832-6477 |
| D3 2C | 4984-01-31 | \$ 1,609,080 | Jan-05 | Mar-05 | Nov-05 | No | Yes | Pete Neuberger | (920) 832-6477 |
| DISTRICT 8 | | | | | | | | | |
| D8 1B | 1180-42-00 | \$ 4,898,000 | 21-Jan-05 | 4-Apr-05 | 10-Oct-05 | No | No | Barbara Kerber | (715) 392-7860 |
| | 1180-45-00 | \$ 5,700,000 | 21-Jan-05 | 4-Apr-05 | 10-Oct-05 | No | No | Barbara Kerber | (715) 392-7860 |

BUREAU OF HIGHWAY CONSTRUCTION

| | | | | | | | | | |
|--------|------------------------------|------|-----------|-----------|-----------|----|----|--------------|----------------|
| BHC 1A | 1009-03-40** | \$ - | 15-Jan-05 | 01-Feb-05 | 01-Feb-06 | No | No | Deb Bischoff | (608) 246-7957 |
|--------|------------------------------|------|-----------|-----------|-----------|----|----|--------------|----------------|

BUREAU OF PLANNING / BUREAU OF RAILS AND HARBORS

| | | | | | | | | | |
|--------------|------------------------------|-----|-----------|----------|-----------|----|----|------------|----------------|
| BOP/BORAH 1B | XXXX-XX-XX** | N/A | 18-Jan-05 | 1-Mar-05 | 29-Feb-08 | No | No | Randy Wade | (608) 266-9498 |
|--------------|------------------------------|-----|-----------|----------|-----------|----|----|------------|----------------|



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1

Scope of Service Narratives:

D1 1D

Project ID: 1674-00-02

Lake Delton – Sauk City Road
(IH 90/94 – Ski Hi Road)
USH 12, Sauk County

Use the DT1822 Consultant Solicitation for Large Contracts NOI developed for this project.

NOI due: January 10, 2005

The Wisconsin Department of Transportation (WisDOT) is interested in securing design engineering services for USH 12 in Sauk County. The contract consists of developing final plans and Right of Way Plat from final Environmental Impact Statement to final Plan Specifications and Estimate for Stage 1 as described below and for developing Right Of Way Plat from final Environmental Impact Statement for Stage 2 as described below. Stage 1 construction is scheduled for calendar year 2009. The consultant must be capable of meeting an expedited schedule.

Proposed Activities/Tasks under this contract include

- Survey (DTM that has been completed by DOT)
- Soils and pavement evaluation
- Possible evaluation/consultation of archaeological site
- Design reports
- Meetings with the public, local officials and DOT
- Right of Way Plat for Stage 1 and Stage 2
- Final Roadway Design for Stage 1
- Design of approximately 9 structures
- Drainage and erosion control design
- Agency/utility coordination
- Prepare final Plans Specifications and Estimates for Stage 1

Description of Project

The project bypasses USH 12 for 11.6 miles on the west side of the City of Baraboo and Village of West Baraboo from IH 90/94 at Lake Delton to south of Ski Hi Road until it reaches the existing four-lane facility. The proposed improvement is a four-lane rural freeway that will include 5 and possibly 6 interchanges and five grade separated structures. The project will be split into two distinct sections and each stage is described as follows:

Stage 1: Construct a two-lane highway from Fern Dell Road to Terrytown Road approximately $\frac{1}{4}$ mile west of the existing alignment. During this stage the R/W for a four-lane facility will be purchased for the entire corridor (IH 90/94 to Ski Hi Road). The two-lane highway will be expanded to a four-lane freeway when traffic volume and safety concerns warrant, but probably no later than stage 2 construction. A temporary intersection will be built near Terrytown Road until the full four-lane bypass is built. Interchanges will be constructed at Fern Dell Road, STH 33 west, and North Reedsburg Road with access being fully controlled along the new relocated highway (it will be built to freeway standards).

Stage 2: Construction of the Baraboo bypass will not begin until the year 2015 or later. This is in accordance with the USH 12 between Middleton and Lake Delton MOA. The bypass construction would be a four-lane



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1 (CONT)

divided freeway from old Highway 33, around Baraboo, and south of Ski Hi Road to match the existing four-lane facility. Interchanges will be constructed at STH 33 east, CTH W, and the type of connection near the Point of Rocks will be determined during the design process of the project. Unless constructed sooner, the existing two-lane relocated highway will be expanded to a four-lane divided freeway from IH 90/94 south to Terrytown Rd. All of the Stage 2 improvements would be constructed on right-of-way purchased during Stage 1 acquisitions. **Stage 2 Final Design is not part of this contract.**

For more information please contact Jim Buschkopf at (608) 246-3851.

D1 1C

Project I.D. 5053-00-00

Lodi – Columbus Road
(Crawfish River Bridge & Approaches)
CTH K
Columbia County

Project I.D. 6217-00-00

Boelte Road Bridge & Approaches
Town of Columbus
Town Road
Columbia County

Use the DT1821 Consultant Solicitation Local Selection NOI created for these projects

The Columbia County Highway & Transportation Department (Columbia County) and the town of Columbus have received funding in the Local Bridge Program to replace the deficient structures on CTH K (P-11-87) and Boelte Road (P-11-93) over the Crawfish River. Columbia County wants to select a consultant for design engineering services for these projects, who may be the same consultant as the one for the Seier Road project. Upon successful negotiations with the selected consultant, Columbia County, and the town of Columbus, and the department will enter into Three Party Design Engineering Services contracts.

The selected consultant will provide all necessary reports; handle agency and utility coordination; coordinate public involvement activities; and prepare right of way documents, construction plans and specifications. These projects are planned to be let together in 2007.

Columbia County is looking for a consultant that has been involved with similar projects, including coordination with the agencies involved in this project. Columbia County will select three to five consultants to present their qualifications to the Consultant Selection Committee based on the responses given in the Consultant Solicitation for Local Selection, NOI, DT1821.

Interested consultants should **not** prepare the department's standard Notice of Interest form. Consultants should use the Consultant Solicitation for Local Selection, NOI, DT1821. A link to it can be found at <http://www.dot.wisconsin.gov/business/engrserv/causolicitation.htm>.

All questions should be directed to Columbia County Highway Commissioner, Kurt Dey at (608) 429-2136.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1 (CONT)

D1 2C

Project I.D. 6199-00-04

Seier Road Bridge & Approaches
Town of Fountain Prairie
(CP Railway Bridge)
Town Road
Columbia County

Use the DT1821 Consultant Solicitation Local Selection NOI created for this project

The Columbia County Highway & Transportation Department (Columbia County) and the town of Fountain Prairie have received funding in the Local Bridge Program to replace the deficient structure on Seier Road (P-11-78) over the Canadian Pacific Railway. Columbia County wants to select a consultant for design engineering services for this project, who may be the same consultant as the one for the CTH K and Boelte Road projects. Upon successful negotiations with the selected consultant, Columbia County and the town of Fountain Prairie, and the department will enter into a Three Party Design Engineering Services contract.

The selected consultant will provide all necessary reports; handle agency, utility and railroad coordination; coordinate public involvement activities; and prepare right of way documents, construction plans and specifications. This project must be completed by December 31, 2007 in accordance to an Office of Commissioner of Railroads' Order 9150-RX-534 dated April 20, 2004; it is planned for construction in 2007.

Columbia County is looking for a consultant that has been involved with similar projects, including coordination with the agencies involved in this project. Columbia County will select three to five consultants to present their qualifications to the Consultant Selection Committee based on the responses given in the Consultant Solicitation for Local Selection, NOI, DT1821.

Interested consultants should **not** prepare the department's standard Notice of Interest form. Consultants should use the Consultant Solicitation for Local Selection, NOI, DT1821. A link to it can be found at <http://www.dot.wisconsin.gov/business/engrserv/caudesolicit.htm>.

All questions should be directed to Columbia County Highway Commissioner, Kurt Dey at (608) 429-2136.

D1 3C

Project ID: 3997-01-03 (Local Bridge)

Division Street Bridge and Approaches
Limits: Rock River Bridge
City of Watertown
Jefferson County

Use the DT1821 Consultant Solicitation Local Selection NOI created for this project

Project Scope

City of Watertown has entered into a project agreement with WisDOT under the Local Bridge program for rehabbing the Division Street Bridge over the Rock River. The existing



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TRANSPORTATION DISTRICT 1 (CONT)

213-foot long bridge over the Rock River (P-28-707) has a sufficiency rating of 66.3 and heavy transverse and longitudinal cracks in the existing deck. The structure was constructed in 1937. The proposed improvement is to overlay the existing deck and construct the necessary approaches according to current design standards. The project is currently scheduled for construction in 2007.

Consulting Services

Upon successful negotiations with the selected consultant, the city and WisDOT will enter into a Three Party Design Engineering Services contract with the consultant. Work to be provided by the selected consultant will include, but not be limited to all necessary reports, agency and utility coordination, public involvement, and preparation of construction plans and specifications.

Consultant Selection

The city is looking for a consultant who has completed similar projects including public involvement and coordination with all agencies involved in this project. The city may select three consultants to present their qualifications to the Consultant Selection Committee, or the city may select a consultant based on the responses given in the Consultant Solicitation For Local Selection, NOI, DT 1821, Solicitation Number D1 –3C. Please use this form for your response and mail six copies directly to the city of Watertown. A link to it can be found at: <http://www.dot.wisconsin.gov/business/engrserv/caudesolicit.htm>.

Direct questions to Watertown City Engineer, Joe Radocay at (920) 262-4050.

D1 4C

Project ID: 3997-01-06 (Local Street)

S. 3rd Street

Limits: Western Ave – East Main Street

City of Watertown

Jefferson County

Use the DT1821 Consultant Solicitation Local Selection NOI created for these projects

Project Scope

City of Watertown has entered into a project agreement with WisDOT under the STP Urban program for the reconstruction of S. 3rd Street from Western Avenue to East Main Street, an approximate length of 0.35 miles.

The existing urban asphalted roadway is in poor condition, has poor drainage and substandard roadway width. This segment of South Third Street was last resurfaced in 1966. The proposed improvement is to design a new reconstructed roadway to current design standards with sidewalk, curb and gutter, and trunk storm sewer. The project is located in a historic district and adjacent to a city park.

Previous gas stations and seed factory were located along this project. The city of Watertown may consider landscaping and decorative street lighting along the project. The project is currently scheduled for construction in 2007.

Consulting Services

Upon successful negotiations with the selected consultant, the city and WisDOT will enter into a Three Party Design Engineering Services contract with the consultant. Work to be provided by the selected consultant



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1 (CONT)

will include, but not be limited to all necessary reports, agency and utility coordination, public involvement, and preparation of construction plans and specifications.

Consultant Selection

The city is looking for a consultant who has completed similar projects including public involvement and coordination with all agencies involved in this project. The city may select three consultants to present their qualifications to the Consultant Selection Committee, or the city may select a consultant based on the responses given in the Consultant Solicitation For Local Selection, NOI, DT 1821, Solicitation Number D1 –4C. Please use this form for your response and mail six copies directly to the city of Watertown. A link to it can be found at: <http://www.dot.wisconsin.gov/business/engrserv/caudesolicit.htm>.

Direct questions to Watertown City Engineer Joe Radocay at (920) 262-4050.

D1 5C

Project ID: 6319-00-02

CTH G (Local Road)

Limits: Beaver Dam – Randolph Road (BUS USH 51 – STH 73)

Dodge County

Use the DT1821 Consultant Solicitation Local Selection NOI created for this project

Project Scope

Dodge County has entered into a project agreement with WisDOT under the STP Rural program for pulverizing and resurfacing of CTH G from Beaver Dam – Randolph Road (BUS USH 51 – STH 73) limits. The project consists of pulverizing and resurfacing of existing 9.92 miles of rural 2-lane pavement and 420 feet of urban pavement. This segment of CTH G was last resurfaced in 1982 and is in poor condition. Project will require a correction in the vertical alignment. Current ADT on the project on the north end is 2500 and 6900 on south end. The project is currently scheduled for construction in 2006.

Consulting Services

Upon successful negotiations with the selected consultant, Dodge County and WisDOT will enter into a Three Party Design Engineering Services contract with the consultant. Work to be provided by the selected consultant will include, but not be limited to all necessary reports, agency and utility coordination, public involvement, and preparation of construction plans and specifications.

Consultant Selection

The county is looking for a consultant who has completed similar projects including public involvement and coordination with all agencies involved in this project. The county may select three consultants to present their qualifications to the Consultant Selection Committee, or the county may select a consultant based on the responses given in the Consultant Solicitation For Local Selection, NOI, DT 1821, Solicitation Number D1 –5C. Please use this form for your response and mail six copies directly to the Dodge County Highway Commissioner. A link to it can be found at: <http://www.dot.wisconsin.gov/business/engrserv/caudesolicit.htm>.

Direct questions to Dodge County Highway Commissioner Bob Sindelar at (920) 386-3650.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 1 (CONT.)

D1 6C

Project ID: 6995-01-04 (Local Bridge)

W. Davis Street Bridge & Approaches

Limits: Beaver Dam River

City of Beaver Dam

Dodge County

Use the DT1821 Consultant Solicitation Local Selection NOI created for this project

Project Scope

The city of Beaver Dam has entered into a project agreement with WisDOT under the Local Bridge program for the replacement of the W. Davis Street Bridge over the Beaver Dam River.

The existing 47-foot long, bridge over the Beaver Dam River (P-14-0703), has a sufficiency rating of 35.4 and is structurally deficient. The structure was constructed in 1928. The proposed improvement is to replace the existing structure with a new hydraulically sized structure and construct the necessary approaches according to current design standards. The project is currently scheduled for construction in 2007.

Consulting Services

Upon successful negotiations with the selected consultant, the city and WisDOT will enter into a Three Party Design Engineering Services contract with the consultant. Work to be provided by the selected consultant will include, but not be limited to all necessary reports, agency and utility coordination, public involvement, and preparation of construction plans and specifications.

Consultant Selection

The city is looking for a consultant who has completed similar projects including public involvement and coordination with all agencies involved in this project. The city may select three consultants to present their qualifications to the Consultant Selection Committee, or the city may select a consultant based on the responses given in the Consultant Solicitation For Local Selection, NOI, DT 1821, Solicitation Number D1 -6C. Please use this form for your response and mail six copies directly to the city of Beaver Dam. A link to it can be found at: <http://www.dot.wisconsin.gov/business/engrserv/caudesolicit.htm>

Direct questions to Richie Piltz, city of Beaver Dam, (920) 887-4600, Ext. 324.



TRANSPORTATION DISTRICT 3

Scope of Service Narratives:

D3 1B

Project ID: 9180-18-00

Gillett – Oconto Falls

West CL Gillett – Highland Road

STH 22

Oconto County

Project Purpose and Need

STH 22 is classified as a minor arterial and was last upgraded in 1995 between the west city corporate limits of Gillett and the west corporate limits of the city of Oconto Falls. During that project, the existing two-lane, 22-foot asphaltic pavement along the rural segment was milled and resurfaced to a 24-foot asphaltic pavement width. A gravel lift section was constructed at one location along with some frost heave corrections. The urban section through Gillett was resurfaced milled and resurfaced with asphaltic pavement.

The STH 22 surface is showing signs of distress and needs rehabilitation. The existing 20-foot, 1930's concrete pavement still exists along the rural section. Along many segments of the project, there is considerable longitudinal cracking that has reflected into the roadway surface along the old concrete pavement edge. Current traffic volumes along STH 22 are 4,400 ADT, with an increase to 6,200 where STH 22 and STH 32 are concurrent for 2.7 miles.

Project Description

The department is soliciting consultant design services for this resurfacing/reconstruction project along STH 22. WisDOT has scoped the following needs by the selected consultant for this 9.05-mile project:

- West corporate limits, city of Gillett to east corporate limits, city of Gillett (length = 1.10 miles)—Mill and resurface the existing urban roadway with asphaltic pavement. Isolated curb and gutter replacement, if necessitated due to poor condition or inadequate curb height, should be considered. The city of Gillett will be required to cost share in the project based on costs in designated parking lanes.
- East corporate limits, city of Gillett to Highland Road, city of Oconto Falls (length = 7.95 miles)—Reconstruct STH 22 to new construction standards with a gravel lift section (minimum 6 inches crushed aggregate base course) for this rural two-lane segment. Improve profile with variable gravel depths where significant benefits to the facility would result. Flatten slopes to current standards. New ditching will be required. Replace cross drains and private entrance culvert pipes as well as beam guard. Upgrade intersections to current standards. The consultant will be required to evaluate, recommend and implement any design modifications to the gravel lift concept based on impacts to abutting properties, cost effectiveness and other sound engineering practices.
- Existing STH 22/STH 32 intersections (W. Jct. and E. Jct.)—At this time, WisDOT plans to mill and resurface the various legs of the intersection. However, WisDOT anticipates some improvements could be implemented and views roundabouts as a potential, feasible solution to further improve the intersections. Thus, the selected consultant will be required to study the existing conditions, evaluate improvement options and develop alternative intersection/roundabout designs up to the 30% design stage. A high level of public involvement for this effort is anticipated. The recommended 30%-design will then be shelved for possible future construction. If WisDOT deems appropriate to include the



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT)

roundabouts with this project, the selected consultant will develop final plans for the recommended alternative. There are two roundabout locations: One at the west junction and one at the east junction of the STH 22/STH 32 intersections.

- Existing Highland Road intersection, city of Oconto Falls—Evaluate the feasibility and recommend any needed intersection improvements, including roundabouts. If WisDOT approves the recommended intersection improvements at the 30% design stage for inclusion in the project, the consultant will develop final plans for the recommended intersection improvement.

A right-of-way plat is anticipated for this project to accommodate the rural widening. A plat may not be needed for the entire length of the rural segment but may be needed in isolated linear areas or intersections. WisDOT will acquire the necessary right-of-way.

Deliverables

- 30% Design Plan—due July 1, 2006
- 60% Design Plan—due June 1, 2007
- DSR—due July 1, 2007
- Right-of-Way Plat—due August 1, 2007
- Final Plans to Utilities—due February 1, 2008
- PS & E Plans on Shelf in District—due February 1, 2009
- PS & E—due August 1, 2009

WisDOT Provides

- STH 22 traffic forecast (excluding turn count movements—consultant to provide turn count movements at STH 32 and Highland Road intersections)
- Crash data
- Aerial photogrammetry (existing mapping and DTM)—Scheduled for delivery by WisDOT around July 1, 2005
- Existing culvert log
- List of known utilities
- As-built plans
- Existing right-of-way plats

Consultant Requirements

- Knowledge of the PS & E process
- Experience with design criteria—both with WisDOT's Facilities Development Manual and the AASHTO Roadside Design Guide—for rural and urban roadways
- Experience with preliminary and/or final roundabout design
- Experience with traffic capacity modeling for intersections and roundabouts, including HCS for intersections and RODEL for roundabouts
- Experience with the design environmental process
- Experience with development of WisDOT right-of-way plats
- Familiarity with WisDOT encroachment reports
- Familiarity with TRANS 220
- Experience with the public involvement process
- Experience performing hydrologic and hydraulic design, including completing box culvert structure survey reports
- Experience with project management



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT)

- Committed to providing WisDOT updated construction cost estimates (minimum semi-annually)
- Willingness to develop state/municipal agreements for work under Project 9180-18-71

Special Expectations

The district discourages interested consultants in contacting the district with any inquiries directed toward marketing their firm for this project prior to submitting the NOI. Any such contact may adversely affect the selection of the consultant, at the discretion of the district. **If absolutely necessary, the interested consultant may contact the district to further clarify the project scope or consultant requirements of the project.** The district contact person is Paul Vraney, Project Manager, at (920) 492-5999 or at paul.vraney@dot.state.wi.us.

D3 2B

Project ID: 1211-17-00

USH 41 – IH 43
CTH X/Webster Avenue – IH 43
STH 172
Brown County

1211-18-00

USH 41 – IH 43
USH 41 – Webster Avenue
STH 172
Brown County

Project Purpose & Need

STH 172 is a rural four to six-lane divided freeway facility that serves as the south leg of the beltline around the city of Green Bay. The existing facility was built between 1973 and 1984. The pavement has received various treatments over the past 10 years ranging from routine maintenance for pop outs and joint blowups to full depth joint repairs and diamond grinding. The structures on STH 172 have also received various treatments over the past 10 years from temporary patching to asphaltic overlays with membranes. Both the pavement and structures are showing their age and are in need of extensive maintenance and rehabilitation.

Project Description

The department is soliciting consultant design services for the structure rehabilitation (deck overlay and deck replacement), pavement repair and resurfacing of STH 172 between USH 41 and IH 43 in Brown County. The project length is approximately 6 miles. The average daily traffic on STH 172 in 2003 ranged from 46,300 to 76,400. The project also includes 25 structures (B-5-108, 145-152, 157, 171-182, 185, 190 and 193), which will either be overlaid or have the deck replaced depending upon their condition. The structure over the Fox River (B-5-149) potentially may need to have the deck replaced. The design contract will cover both project ids. The design project is proposed as a shelf project.

Deliverables

- Field surveys
- 30% Design Plan due October 1, 2005
- 60% Design Plan due January 1, 2006
- Environmental Document – pER due October 1, 2005
- Pavement Design Report due December 1, 2005
- Design Study Report due January 1, 2006
- Structure Survey Reports due November 1, 2005
- Preliminary Structure Plans due June 1, 2006
- Final Structure Plans due December 1, 2006
- 90% Design Plan due October 1, 2006
- Preliminary Plans and DT 1078 sent to utilities by November 1, 2006
- PS&E package submitted to District 3 for district review due December 1, 2006
- PS&E submitted for bureau review: December 1, 2007



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

- PS&E date: February 1, 2008
- Letting date: July 8, 2008

WisDOT Provides

- Concept Definition Report and/or District Scoping Document
- List of known utilities
- Aerial photography (including existing mapping and DTM)
- Existing culvert log
- Crash data
- Traffic forecast
- Horizontal and vertical control for surveys
- Latest structure inspection reports
- As built plans
- Existing right-of-way plats
- Infrared thermographic surveys of the existing bridge decks

Consultant Requirements

- Knowledge of the PS&E process
- Experience with design criteria – both with WisDOT's Facilities Development Manual and the AASHTO Roadside Design Guide – for rural and urban roadways.
- Experience with the design environmental process
- Coordinate with all agencies and obtain the necessary permits
- Familiarity with WisDOT Exception to Standards Report
- Familiarity with TRANS 220
- Familiarity with railroad coordination in regards to roadway projects
- Experience with the public involvement process
- Familiarity with WisDOT's Community Sensitive Design principals and the ability to work with the local community
- Experience completing structure survey reports
- Structure design
- Experience with project management
- Committed to providing WisDOT with updated construction cost estimates (minimum semi-annually)

Special Skills & Expectations

The consultant should have the experience and capacity necessary for providing the approximately 25 structure designs that are required for this project.

The consultant should also have the knowledge and experience of work zone traffic control for the development of traffic staging plans for maintaining the high volume of traffic (76,400 vpd in 2003) utilizing the bridge over the Fox River while it is being redecked.

Interviews will be conducted in late January/early February 2005 with the short list of consultants.

The district discourages interested consultants in contacting the district with any inquiries directed toward marketing their firm for this project prior to submitting the NOI. Any such contact may adversely affect the selection of the consultant, at the discretion of the district. **If absolutely necessary, the interested consultant may contact the district to further clarify the project scope or consultant requirements of the project.** The district contact person is Chuck Karow, Project Manager, at (920) 492-5997 or at charles.karow@dot.state.wi.us.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

D3 3B

Project ID: 1227-07-00

Milwaukee – Green Bay
Mason Street SE & NW Off Ramps
IH 43
Brown County

Project Purpose & Need

IH 43 is a rural four-lane divided freeway facility that serves as the east and north legs of the beltline around the city of Green Bay. The east side of Green Bay has experienced significant growth in the last 5 – 10 years. The existing interchange at Mason Street (CTH V) currently is experiencing significant backups on the exit ramps from IH 43 to Mason Street due to the growth in the area. The existing exit ramps do not have enough storage capacity to prevent traffic from backing up onto the freeway. The proposed project will investigate and propose measures to increase the operations of the interchange to prevent traffic from backing up onto the freeway.

Project Description

The department is soliciting consultant design services for investigating and analyzing the interchange operations at the Mason Street/IH 43 interchange on the east side of Green Bay in Brown County. The design project is proposed as a shelf project.

Deliverables

- Field surveys
- 30% Design Plan due October 1, 2005
- 60% Design Plan due March 1, 2006
- Environmental Document – ER due January 1, 2006
- Pavement Design Report due January 1, 2006
- Design Study Report due March 1, 2006
- Right-of-Way Plat due July 1, 2006
- 90% Design Plan due July 1, 2006
- Preliminary Plans and DT 1078 sent to utilities by October 1, 2006
- PS&E package submitted to District 3 for district review due January 1, 2007
- PS&E submitted for bureau review: June 1, 2009
- PS&E date: August 1, 2009
- Letting date: December 8, 2009

WisDOT Provides

- Concept Definition Report and/or District Scoping Document
- List of known utilities
- Aerial photography (including existing mapping and DTM)
- Existing culvert log
- Crash data
- Traffic counts
- Traffic forecast
- Horizontal and vertical control for surveys
- As built plans
- Existing right-of-way plats
- Consultant requirements



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

- Knowledge of the PS&E process
- Experience with design criteria – both with WisDOT's Facilities Development Manual and the AASHTO Roadside Design Guide – for rural and urban roadways.
- Experience with urban intersection design
- Experience with traffic capacity modeling for interchanges, intersections and roundabouts, including HCS for intersections and RODEL for roundabouts
- Experience with the design environmental process
- Coordinate with all agencies and obtain the necessary permits
- Familiarity with TRANS 220
- Experience with development of WisDOT right-of-way plats
- Experience with project management
- Committed to providing WisDOT with updated construction cost estimates (minimum semi-annually)

Special Skills & Expectations

The district discourages interested consultants in contacting the district with any inquiries directed toward marketing their firm for this project prior to submitting the NOI. Any such contact may adversely affect the selection of the consultant, at the discretion of the district. **If absolutely necessary, the interested consultant may contact the district to further clarify the project scope or consultant requirements of the project.** The district contact person is Chuck Karow, Project Manager, at (920)-492-5997 or at charles.karow@dot.state.wi.us.

D3 4B

Project ID: 9210-11-00

Oneida – Green Bay
Duck Creek Bridge and Approaches
STH 54
Brown County

Project Purpose & Need

STH 54 is a rural two-lane highway, which is classified as a principal arterial, which passes through the unincorporated community of Oneida in Brown and Outagamie Counties. The existing overhead steel truss structure (B-5-728) over Duck Creek was built in 1932. It was redecked in 1978. The vertical clearance over the highway was increased in 1980. The structure was painted and received a new railing in 1981. The current deck rating is 4.6 and overall sufficiency rating is 37. The proposed project will replace the deck, outside stringers and bearings. The steel members will be painted and the joints and abutments will be repaired.

Project Description

The department is soliciting consultant design services for the rehabilitation of the existing structure (B-5-728) over Duck Creek on STH 54 in Brown County. The proposed project is an interim improvement, which is intended to extend the life of the existing structure. The long-range plans for STH 54 may ultimately relocate the crossing of Duck Creek to a different location. No right-of-way is anticipated being required for the project. The existing structure B-5-728 was determined to be ineligible for the national register of historic structures in 2001.

Deliverables

- Field surveys
- 30% Design Plan due July 15, 2005
- 60% Design Plan due September 1, 2005



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

- Environmental Document – pER due July 15, 2005
- Design Study Report due September 1, 2005
- Structure Survey Reports due July 1, 2005
- Preliminary Structure Plans due October 1, 2005
- Final Structure Plans due April 1, 2006
- 90% Design Plan due November 1, 2005
- Preliminary Plans and DT 1078 sent to utilities by January 1, 2006
- PS&E package submitted to District 3 for District Review due April 14, 2006
- PS&E submitted for Bureau Review: June 1, 2006
- PS&E date: August 1, 2006
- Letting date: December 12, 2006

WisDOT Provides

- Concept Definition Report and/or District Scoping Document
- List of known utilities
- Aerial photography (including existing mapping and DTM)
- Existing culvert log
- Crash data
- Traffic forecast
- Horizontal and vertical control for surveys
- Latest structure inspection reports
- As built plans
- Existing right-of-way plats

Consultant Requirements

- Knowledge of the PS&E process
- Experience with design criteria – both with WisDOT's Facilities Development Manual and the AASHTO Roadside Design Guide – for rural and urban roadways.
- Experience with the design environmental process
- Coordinate with all agencies and obtain the necessary permits
- Familiarity with WisDOT Exception to Standards Report
- Familiarity with TRANS 220
- Experience with the public involvement process
- Familiarity with WisDOT's Community Sensitive Design principals and the ability to work with the local community and the Oneida Nation.
- Experience performing hydrologic and hydraulic design, including completing structure survey reports
- Structure Design
- Familiarity with WisDOT encroachment reports
- Experience with project management
- Committed to providing WisDOT with updated construction cost estimates (minimum semi-annually)

Special Skills & Expectations

The project is located in the community of Oneida in the center of the Oneida Nation reservation boundaries. The consultant should have experience in working with Native Americans and a good understanding of public relations in order to work successfully with the Oneida Nation.

The district discourages interested consultants in contacting the district with any inquiries directed toward marketing their firm for this project prior to submitting the NOI. Any such contact may adversely affect



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

the selection of the consultant, at the discretion of the district. **If absolutely necessary, the interested consultant may contact the district to further clarify the project scope or consultant requirements of the project.** The district contact person is Chuck Karow, Project Manager, at (920) 492-5997 or at charles.karow@dot.state.wi.us.

D3 1C

Project ID: 4984-01-37

Lawe Street Bascule Bridge over the Fox River Navigation Channel
City of Appleton
Local Street
Outagamie County

Use the DT 1821 Consultant Solicitation Local Selection NOI created for this project

Project Scope

The project scope is a full service design contract for the rehabilitation of the Lawe Street Bascule Bridge over the Fox River Navigation Channel. This includes rehabilitation of the structural, mechanical and electrical systems to full reliable service. The bridge in its present condition is not operable.

Work to be completed by the consultant includes the inspection of the bridge and all its components to determine all defects and then the preparation of plans, specifications and cost estimates to rehabilitate the bridge to provide continued reliable service for at least 25 additional years.

Project Background

The bridge was constructed in 1954. This bridge has received very little maintenance in the last 23 years thereby creating its present condition. The moveable span is a double-leaf trunnion type bascule structure with a distance of approximately 73 feet between the concrete abutments. The width of the bridge is 28 feet. The 2000 AADT is 7100 vehicles.

Anticipated Work on Bridge

An inspection has been conducted on the bridge. The following is a general summary of anticipated work required to restore the bridge to operating condition. This summary should not be considered conclusive in covering all the defects.

Structural

- Replace steel roadway and sidewalk grid and the grids support beams and floor beams
- Replace roadway center break and rear break elements
- Clean and paint steel members
- Replace reinforced concrete slabs, concrete approach slabs, abutments and sidewalks
- Replace and/or repair metal items in regard to railings and miscellaneous metals throughout the project
- Repairs to the operator's house
- Restore entire bridge and structure for reliable service

Mechanical

- Replace main gear reducer drive units, main pinion shaft bearings, pinion gears and various couplings
- Replace motor brakes and machinery brakes
- Replace center span locks and piping
- Clean, adjust and lubricate the various moveable parts of the bridge
- Test, adjust and restore all systems for reliable service



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

Electrical

- Replace and/or recondition various electric motors
- Replace traffic gate assemblies
- Replace and/or recondition navigation lighting system
- Replace and/or install new conduit, conductors, pull boxes, junction boxes, receptacles, lights and switches as needed
- Install new submarine cable across the channel
- Upgrade control console and motor control console
- Replace and rehabilitate safety components
- Add lighting to improve safety
- Test, adjust and restore all systems for reliable service

Anticipated Construction Cost \$3,300,000

Additional Work Items

The following shall be included in the scope of the project:

- Prepare traffic control plan
- Provide any required field survey
- Coordinate all activities with utility companies
- Coordinate all activities with local businesses and government agencies
- Obtain any required permits
- Conform to Wisconsin DNR and all other state and federal requirements

Consultant Selection:

All respondents must be on WisDOT's Roster of Eligible Consultants. The City will select a consultant based upon responses given in the Consultant Solicitation for Local Selection, NOI DT 1821 for this project. Please use this form for your response and mail 4 copies of all completed forms to:

City of Appleton
Department of Public Works
Lawe Street Design NOI
Attn: Pete Neuberger, P.E.
100 N. Appleton Street
Appleton, WI 54911

Project Funding/Lead Agency:

This project will be designed and constructed under the 2005-2006 Local Bridge Program. WisDOT, the city of Appleton, and the selected consultant will enter into a Three Party Design Engineering Services Contract upon successful design contract negotiations between the selected consultant and WisDOT. DBE requirements will apply to this project if the negotiated contract price is greater than or equal to \$400,000.

Project Schedule

| | |
|--------------------------------|-------------------|
| Consultants to submit NOI by | December 16, 2004 |
| Anticipated Selection Date | January 3, 2005 |
| Anticipated Project Start Date | March 1, 2005 |
| Anticipated PS&E Date | May 1, 2006 |

Direct questions to city of Appleton, Project Engineer, Pete Neuberger, P.E. at (920) 832-6477 or E-mail Peter.Neuberger@appleton.org.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

D3 2C

Project ID: 4984-01-31

Olde Oneida Street Bascule Bridge over the Fox River Navigation Channel
City of Appleton
Local Street
Outagamie County

Use the DT 1821 Local Selection NOI created for this project

Project Scope

The project scope is a full service design contract for the rehabilitation of the Olde Oneida Street Bascule Bridge over the Fox River Navigation Channel. This includes rehabilitation of the structural, mechanical and electrical systems to full reliable service. The bridge in its present condition is not operable.

Work to be completed by the consultant includes the inspection of the bridge and all its components to determine all defects and then the preparation of plans, specifications and cost estimates to rehabilitate the bridge to provide continued reliable service for at least 25 additional years.

Project Background

The bridge was constructed in 1959. This bridge has received very little maintenance in the last 23 years thereby creating its present condition. The moveable span is a single-leaf trunnion type bascule structure with a distance of approximately 72 feet between the concrete abutments. The width of the bridge is 45 feet. The 2001 AADT is 2548 vehicles.

Anticipated Work on Bridge

An inspection has been conducted on the bridge. The following is a general summary of anticipated work required to restore the bridge to operating condition. This summary should not be considered conclusive in covering all the defects.

Structural

- Replace open steel roadway and sidewalk grid and support beams for grid
- Replace connections between various steel members
- Clean and paint steel members
- Replace reinforced concrete slab, concrete approach slabs, abutments and sidewalks
- Repair cracks in concrete walls
- Replace or repair metal items in regard to railings, movable traffic barrier, etc.
- Restore entire bridge and structure for reliable service

Mechanical

- Clean, adjust and lubricate the various moveable parts of the bridge
- Replace span locks and span lock operators
- Test, adjust and restore all systems for reliable service

Electrical

- Replace traffic gate assemblies
- Replace deteriorated conduit, conductors, pull boxes, junction boxes, receptacles, lights and switches as needed
- Clean and recondition various cabinets, switches and components as needed
- Recondition navigation lighting system



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 3 (CONT.)

- Upgrade control console and motor control console
- Add lighting to improve safety
- Test, adjust and restore all systems for reliable service

Anticipated Construction Cost: \$1,600,000

Additional Work Items

The following items shall be included in the scope of the project:

- Prepare traffic control plan
- Provide any required field survey
- Coordinate all activities with utility companies
- Coordinate all activities with local businesses and government agencies
- Obtain any required permits
- Conform to Wisconsin DNR and all other State and Federal requirements

Consultant Selection

All respondents must be on WisDOT's Roster of Eligible Consultants. The city will select a consultant based upon responses given in the Consultant Solicitation for Local Selection, NOI DT 1821 for this project. Please use this form for your response and mail 4 copies of all completed forms to:

City of Appleton
Department of Public Works
Olde Oneida Street Design NOI
Attn: Pete Neuberger, P.E.
100 N. Appleton Street
Appleton, WI 54911

Project Funding/Lead Agency

This project will be designed and constructed under the 2005-2006 Local Bridge Program. WisDOT, the City of Appleton, and the selected consultant will enter into a Three-Party Design Engineering Services Contract upon successful design contract negotiations between the selected consultant and WisDOT.

Project Schedule:

| | |
|--------------------------------|-------------------|
| Consultants to submit NOI by | December 16, 2004 |
| Anticipated Selection Date | January 3, 2005 |
| Anticipated Project Start Date | March 1, 2005 |
| Anticipated Project PS&E Date | November 1, 2005 |

Direct questions to Pete Neuberger, P.E., Project Engineer, City of Appleton, at (920) 832-6477 or E-mail Peter.Neuberger@appleton.org.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

TRANSPORTATION DISTRICT 8

Scope of Service Narratives:

D8 1B

Project ID: 1180-42-00

36th Ave. – Bear Trap Road
USH 2 Ashland County

Project ID: 1180-45-00

Bear Trap Road – Odanah
USH 2 Ashland County

Transportation District 8 is soliciting the following engineering services for the subject projects:

A complete soils investigation according to geotechnical industry standards (using *Geotechnical Bulletin No. 1* as a guide) including borings, pavement cores, and/or split spoon samples at locations and depths to be determined by District staff. Some pavement cores will include an underlying layer of concrete pavement.

A soils investigation, including borings and recommendations for stabilization, at a bank/embankment failure area located approximately 70 feet off of the roadway.

Marsh soundings.

Pavement cores at designated locations along the proposed detour route.

A detailed report summarizing results of the soils investigation, including field boring logs, and recommendations for design parameters and considerations.

Traffic control, according to the MUTCD, required to complete the soils investigation activities.

A preliminary draft of the environmental screening worksheets according to FDM Chapter 21. This work will require coordination with District staff and other agencies including the Bad River Tribal DNR. Some very sensitive environmental sites exist in the area and will need to be addressed in the documentation. Electronic and paper copies of the worksheets and other documentation shall be provided to the District.

A drainage study according to FDM Chapter 13. The study shall include proposals for culvert pipe sizes and locations within the project limits and in a low area that occasionally floods necessitating closing the roadway and detouring traffic. The study must consider upstream and downstream impacts to ensure that sensitive areas are not adversely impacted. The study must also consider flow at the Bad River Bridge to ensure drainage patterns don't change there resulting in scour at the site. The study shall include a detailed report summarizing findings and proposals. All documentation and computations shall be submitted to the district.

For more information, contact Barbara Kerber at (715) 392-7860 or by e-mail at barbara.kerber@dot.state.wi.us



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

BUREAU OF HIGHWAY CONSTRUCTION (BHC)

Scope of Service Narratives:

BHC 1A

Project ID: 1009-03-40

Use the DT1819 Consultant Solicitation Open to All Firms NOI created for this project. This solicitation is open to consultants who are NOT on the WisDOT's Roster of Eligible Consultants as well as to those who are.

Develop, implement, and evaluate the practicality and effectiveness of performance-related specifications (PRS) for jointed plain concrete pavements (JPCP) based on a real-world field trial in Wisconsin.

Develop and implement Level 1 PRS for a JPCP highway project in Wisconsin in accordance with FHWA-RD-98-155, *Guide to Developing Performance-Related Specifications for PCC Pavements* and using PaveSpec 3.0. Participate in meetings that precede the field work; be available on-site during the initiation of the PCC paving work to assist in implementing the testing and sampling plan and computing PF's; and, produce a final report that documents the entire project including the PRS development, field implementation, and evaluation.

The contract price will be based on the selected consultant's actual costs plus profit. Actual costs will be defined as those costs allowable under the cost principles in Part 31 of Federal Acquisition Regulation (FAR). Consultant costs including indirect cost rates and cost accounting system will be subject to audit. Consultant firms that are unable to account for costs consistent with requirements of the FAR are not eligible to contract. Consultants selected will be required to either submit or have on file with WisDOT a Consultant Financial Report prior to contract execution. Information on the report may be found at <http://www.dot.wisconsin.gov/business/engrserv/caufinancial.htm>.

For more information contact Deb Bischoff at (608) 246-7957.



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

BUREAU OF PLANNING/ BUREAU OF RAILROADS AND HARBORS (BOP/BORAH)

Scope of Service Narrative:

BOP/BORAH 1B

Project ID: XXXX-XX-XX

Use the DT1819 Consultant Solicitation Open to All Firms NOI created for this project. This solicitation is open to consultants who are NOT on the WisDOT's Roster of Eligible Consultants as well as to those who are.

Project Purpose & Need

The *Midwest Regional Rail Initiative (MWRI)* is an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. The sponsors of the *MWRI* are the transportation agencies of nine Midwest states - Illinois Department of Transportation, Indiana Department of Transportation, Iowa Department of Transportation, Michigan Department of Transportation, Minnesota Department of Transportation, Missouri Department of Transportation, Nebraska Department of Roads, Ohio Rail Development Commission, and Wisconsin Department of Transportation.

Since 1996 the *MWRI* has produced a series of studies investigating the feasibility of a regional, high-speed passenger rail system in the Midwest. Building on past studies, the *MWRI* has produced a 2004 Update of the *MWRI* Plan.

Additional consulting work and support is needed at the state and federal level as the nine *MWRI* states pursue implementation funding and conduct various activities to implement the plan.

Project Description and Deliverables

The Midwest Regional Rail Initiative (MWRI) Steering Committee has requested Federal Railroad Administration (FRA) planning funds in response to a \$250,000 earmark included in the FFY 2004 Transportation Appropriation. These funds require a 50/50 state/federal match and generate \$500,000 in effort. The Steering Committee is requesting that this funding be provided before January 1, 2005 to provide consultant support for MWRI planning, public involvement, engineering, and environmental work during a three-year period from January 1, 2005 through December 31, 2008.

Specific consultant activities will include the following:

Program Management

The MWRI Steering Committee will meet at least four times per year and conduct conference calls as needed to coordinate state activities associated with implementing the plan, refining it as needed, and conducting specific activities indicated below. Consultant support will involve conducting and/or managing the specific activities called for in this work plan. Consultant support will also be required to schedule meetings and conference calls, develop meeting agenda's, prepare minutes, and coordinate follow up activities as agreed to by the Steering Committee. The consultant will also be expected to maintain existing and future MWRI reports, technical papers, minutes, and data bases as needed.

Anticipated percent of total effort: 11%

Public Information and Outreach Materials

The MWRI states already possess an extensive technical "Project Notebook" document and a 26-page Executive Report printed in sufficient quantity for limited distribution. However, continued effort will be required



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

BOP/BORAH (CONT.)

under this Scope of Services to develop additional public involvement and outreach materials. These materials will be used by the Steering Committee, individual states and stakeholders to effectively communicate with the public about the recommendations of the MWRRRI Plan and generate state, local and national support for funding its implementation. These materials can include brochures, one-page informational papers on specific corridors, specific states and special topics, videos, "leave-behind" folders and electronic presentation materials tailored to the needs of both the Steering Committee collectively and individual state steering committee members.

Anticipated percent of total effort: 15% (including printing and production costs)

Economic Impact and Benefit Cost Analysis

Public policy makers at the state, local and national level have indicated that they desire information on the economic development benefits of the MWRRRI in terms of jobs, incomes, land values and other measures as they evaluate funding options for implementing the system in their respective state legislatures, local governing bodies and the US Congress. State-specific, corridor-specific, and to the degree possible, community-specific information on these topics needs to be generated. This information will be particularly useful in developing targeted public information and outreach materials above.

An updated benefit-cost analysis needs to be developed using appropriate federal agency standards. The 2004 MWRRRI Plan Update did not include a benefit-cost analysis using the new capital and operating costs included in the plan because of budget limitations at the time. Most federal agencies and federal legislative staff seek this type of information before initiating project funding. The benefit cost analysis should address the MWRRRI System and, to the degree possible, individual corridors. This benefit-cost information will also be useful in the development of public information and outreach materials above.

Anticipated percent of total effort: 19%

System-Wide Environmental Analysis

The 2004 MWRRRI Plan Update recommends that the states begin to undertake a system-wide environmental analysis as required under the National Environmental Policy Act in order to be "funding-ready". In response to this, the consultant is requested to develop a scope of work and cost estimate for a Tier I Environmental Analysis of the MWRRRI System with particular emphasis on resolving route and infrastructure issues in the Chicago Hub Area, including the "South of the Lake Area" east of Chicago. This scope of work development effort should address the best approach for structuring a multi-year work plan including geographic phasing of work on individual corridors or groups of corridors. It should identify cost savings to be gained from building on the significant body of planning work already completed on the MWRRRI System. It should also address efficiencies to be gained from carefully assessing Tier I work to be done by a consultant(s) versus state staff.

As a part of this effort, the consultant should be prepared to advise states conducting their own Tier I and other environmental work on specific corridors. The consultant is also requested to conduct other environmental analyses as appropriate to aid specific MWRRRI Phase I corridor projects, such as the Chicago-Milwaukee Corridor, to become "funding ready".

Anticipated percent of total effort: 29%

Special Studies and Analyses Requested by the MWRRRI Steering Committee

As state and federal funding is sought, and states move towards project implementation, there are likely to be many emerging issues not addressed in the 2004 MWRRRI Plan Update in sufficient detail and which will be of interest to the states individually and collectively. Possible topics included refined infrastructure and equipment



DECEMBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

BOP/BORAH (CONT.)

capital cost estimates and related engineering analyses; refined ridership, revenue and operating cost forecasts; schedules and operating plans; technical issues related to operating equipment; responses to freight railroad concerns; alternative institutional and organizational structures; and analysis of specific federal funding program proposals with regard to their applicability to the MWRRI. The consultant will be expected to prepare reports on these planning and implementation issues over the three-year work period as requested by the Steering Committee, subject to budget constraints.

Anticipated percent of total effort: 26%

Additional Information

Prospective consultants may be asked to attend an interview with the MWRRI Steering Committee during the week of January 17, 2005.

The contract price will be based on the selected consultant's actual costs plus profit. Actual costs will be defined as those costs allowable under the cost principles in Part 31 of Federal Acquisition Regulation (FAR). Consultant costs including indirect cost rates and cost accounting system will be subject to audit. Consultant firms that are unable to account for costs consistent with requirements of the FAR are not eligible to contract. Consultants selected will be required to either submit or have on file with WisDOT a Consultant Financial Report prior to contract execution. Information on the report may be found at <http://www.dot.wisconsin.gov/business/engrserv/caufinancial.htm>.

Questions regarding the Scope of Services may be directed to:

Primary Contact:

Randy Wade

Wisconsin Department of Transportation

Telephone Number: (608) 266-9498

E-mail: randall.wade@dot.state.wi.us

Secondary Contact:

Ethan Johnson

Wisconsin Department of Transportation

Telephone Number: (608) 261-6292

E-mail: ethan.johnson@dot.state.wi.us